



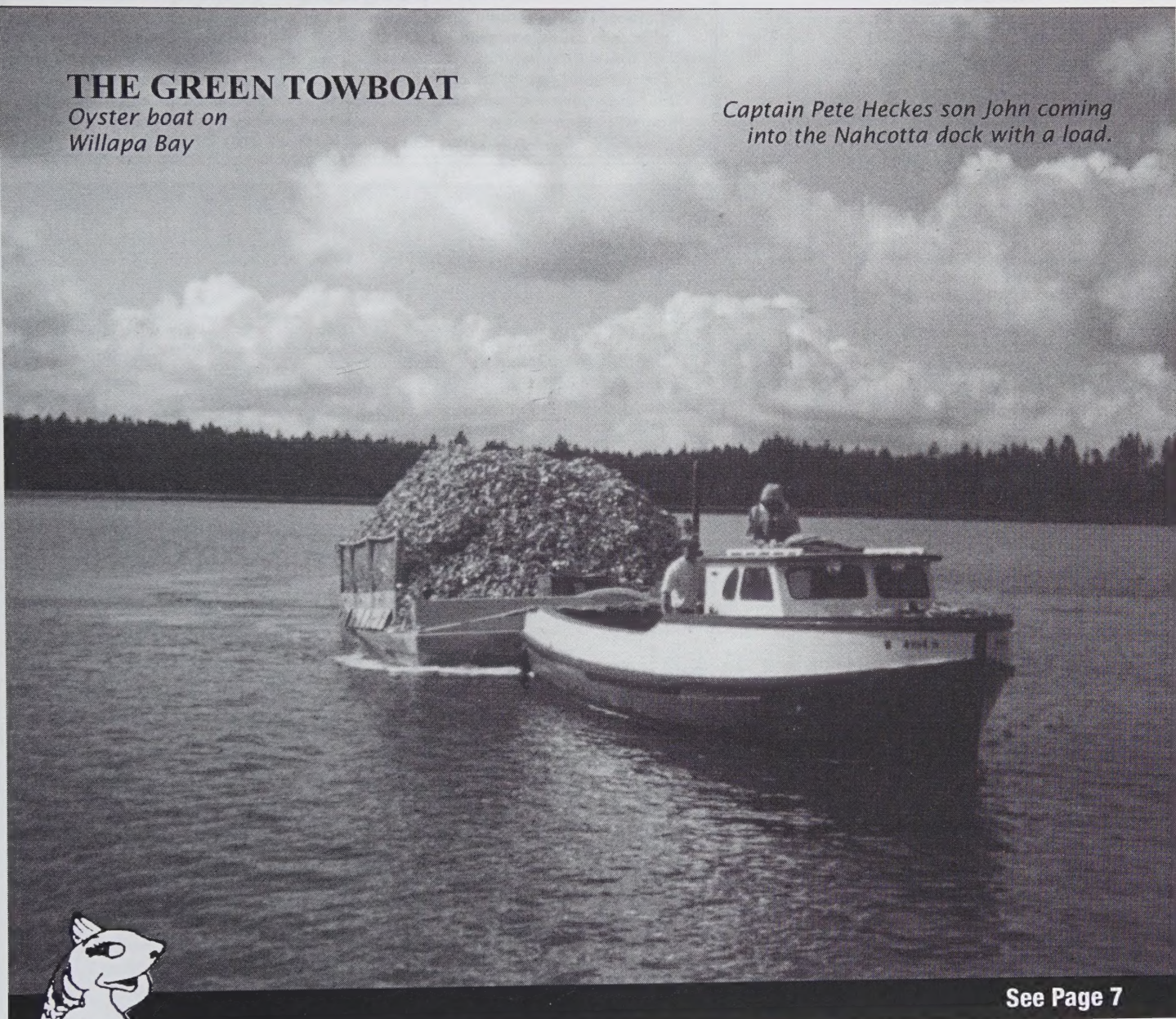
Columbia River Fishermen's Protective Union

Summer 2009/Vol. 40, No. 2

THE GREEN TOWBOAT

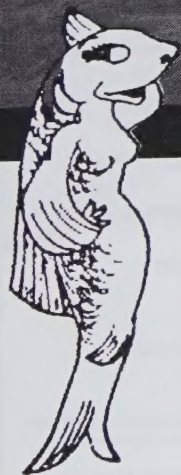
Oyster boat on
Willapa Bay

Captain Pete Heckes son John coming
into the Nahcotta dock with a load.



See Page 7

Photo Credit to Pete Heckes



Sally the Salmon Says...

Willapa Bay oysters
are as good to eat as
Columbia River salmon.

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FORWARD

This paper is being published for the purpose of keeping the public and fishermen informed of the **facts** and happenings in regard to the Columbia River Fishing Industry and people connected with it. Historical articles and pictures will also be emphasized. The advertisements which appear within make it financially possible to publish this paper and we hope you will in return patronize and thank the business people who contribute to this cause. Anyone who wishes to contribute articles, pictures, stories, or ads, please contact the editor at:
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From The Editor

With this issue of the Columbia River Gillnetter we carry on a little different emphasis and move somewhat to the North with one of our feature stories and including the cover picture. This move is to Willapa Bay and its Oyster Fishery. We have made connections to the Long Beach Peninsula with several trips to the Nahcotta /Oysterville area and also to the lower Naselle River to observe the oyster dredging activity. Good friend, Pete Heckes, has provided us with much information on the subject.

A major connection between the development of the Willapa Bay oyster industry and the history of Columbia River salmon gillnetting is in the boats that they use. The Columbia River gillnet boat, brought here first from the Sacramento River in California, was in turn used as a basis for the development of the oyster boats on Willapa Bay. Tim Driscoll, who built many gillnet boats in his lifetime, also, later in his career, built oyster boats. Pete Heckes' *Green Tow Boat*, that he still uses, is a classic example of a Driscoll built boat.

The Northern Star, Bradwood Landing LNG issue here in east Clatsop County, continues to drag out. It is difficult for we rural people to understand how this thing can be so important to a far off company that they would go through everything that they have to get their way. The money that they have spent to try to convince us is phenomenal. They don't seem to realize, as we do, the danger to our Columbia River and its precarious salmon population, as well as to our quality of living in this corner of Oregon, would be greatly imperiled with such a large development. We don't need it!!

I have lost two close friends since our last issue of the Gillnetter, Gilbert "Doc" Haglund and Dick Thompson. Doc was my same age, with only 5

days difference in age, and we did a lot of things in common. Dick, with his brother, Dennis, had operated the Astoria Granite Works, started so many years ago by their dad. It was interesting to have him point out a granite work and indicate that he had done that one. He did two interesting stories for the Gillnetter in the past, including the mystery of "What Happened to the Nahcotta?" I can still see the picture of Doc and the big Chinook that he got, in his net off Tongue Point, a few years ago. He thought for sure that he had a seal or sea lion tangled in the net. The salmon weighed around 50 pounds.

I also had a nice telephone visit recently with my good friend, Dorothy Riswick. She is celebrating birthday number 92 this July. She and her husband, Don, who founded this Gillnetter magazine back in 1969, were within one day of each other in age. She now lives in east Portland.

I look forward to 2010 and 2011 with optimism in relation to the Columbia River and its salmon population as we prepare for another historic celebration, the Astoria BI-centennial. It would be so great if we could improve on, here in Salmon Country, plans and action to bring back salmon numbers faster and more reliably. Honest and reliable cooperation between agencies and user groups of our valuable resource would be so wonderful to see, as we disallow further actions of degradation of the environment and habitat that is so important. We live together, let's cooperate together.

Editor - Jon Westerholm

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Executive Secretary Report



Remember When

C.R.P.A. tenders passing by Clifton Station with a number of gillnetters in tow in their annual trip to the upper part of the Columbia for the Spring Opening of the gillnet season in the 1950's. The spring season usually opened on April 30th at noon.

In those years the Fish Commission set the seasons way before hand so fishermen had ample time to prepare their nets, repair their boats and snag their drifts.

Fish Processors were set up the full length of the river with buying facilities.

In the Mid-1970's the Fish Commission and the Game Commission merged. Before that time the Fish Commission managed the commercial fishing and the Game Commission the sport fishing. That is when things started to change at a rapid pace.

More Sport fishermen and guides became interested in fishing the Columbia so the Columbia River Compact, which sets fishing seasons, has been giving the sports industry a larger share of the harvest. Our fishermen have had to make large changes in the way they fish with types of gear, area we fish, and time

taken from all of our seasons to help protect the wild fish.

A good example of how unfair the impacts our fishermen are stuck with is that the sockeye runs of last year which totaled over 200,000 fish and we were allowed only 1% impact. We had to fish an eight inch mesh and we harvested less than 100 fish.

We remember when the commercial fishing on the Columbia River was a great industry. We hope our State people that manage the harvest can make it that way once again.

Jack Marincovich
Executive Secretary, C.R.EPU

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The Green Tow Boat

The "Green Tow Boat" is still used by Pete Heckes and his son in their Oyster business on Willapa Bay. It was built in 1952 by well known Columbia River boat builder, Tim Driscoll in Ilwaco for the Keystone Packing Company. It was one of several that he built and probably the last one still in active operation on the bay.

There were other prominent wooden

boat builders in the Oyster industry, over the years, such as Joseph George, John Louderback and his son Marion, and John Fosse and his son Dorwin. From Raymond and South Bend on the Willapa River to Bay Center and Oysterville/Nahcotta farther south along the bay they were built and some are still in operation today.

To better help visitors to the Long Beach

Peninsula and Willapa Bay better understand the history and operation of the Oyster Industry, an Interpretive Center has been erected near the Nahcotta landing. This Museum was built to honor the Bay itself and the many people that have harvested Oysters, off and on, for nearly 150 years, here.



Oyster Dredge coming in



The Green Tow Boat

Do You Remember When?

The Green Tow Boat

Shortly after World War II my dad Glen Heckes and fellow Oystermen, Ted Hollway and cousin Roy Kemmer bought the old McGowan salmon cannery in Ilwaco. They renamed it Keystone Packing Co.

The fleet of gillnet boats that came with the cannery were pretty old and there was a need for some new ones. Dad heard that Tim Driscoll of Woody Island built a good fast boat so he looked him up and talked him into moving to Ilwaco. They fixed him up a little room in the corner of the old boat shop. He lived there until the cannery went out of business in the late 1950's.

My dad had a need for a tow boat in our oyster business to tow around the 30'X10' wood scows we picked oysters on. About 1950 he bought an old growth fir tree from a old German, August Fisher who had a big farm on the west side of Willapa Bay. As I remember he paid \$100.00 for the tree. I helped the two of them cut it down with a cross-cut saw. It was made into lumber at Parker Nelson's sawmill located between Nahcotta and Oysterville.

A couple years later after the lumber had cured in the summer of 1952, Tim had finished dad's tow boat. It was 35'X9' with a war surplus 671 Gimmy for power. The hull was the same as the gillnet boats only bigger.

We used the tow boat in the oyster business until 1963 when dad bought the old wood oyster dredge "Julia C Waring" from Coast Oyster Co. It was in pretty bad shape but we fixed it up and I'm still using it. We had no need for the tow boat in the oyster business after the dredge was in operation. It was parked in Wiegardt's old boat shop south of Nahcotta until the oyster business took a dive in the early 1970's. I decided to fix the tow boat up for crabbing in the bay to supplement what I made gillnetting.

I took it to an old time boat builder in South Bend, Marion Louderback, and helped him rebuild it one winter. We put on a new pilot house. The original had a wrap around Plexiglas window similar to the bow picker Tim built for Bob Raistakka of Deep River. We raised the sides up a couple planks behind the pilot house and sheathed the starboard side with iron bark. I fished the boat for several years until I got too

busy oystering. After that the boat just sat parked at the dock for many years. Finally the bugs ate through at the waterline where the paint had rubbed off and it sank at the dock. It was hauled out and sat it on the bank for a couple years. I had a boat builder look at it, he said it would cost too much to fix and I should burn it. I was seriously considering doing this and told my son John. He said "Burning that boat is kind of like letting a person die." That ate at me for quite awhile. Finally one day I was in South Bend and stopped by to visit Marion. I told him what the situation was with the tow boat and he said "let's take a look at it." By this time Marion was well into his eighties and didn't do much, but putter around with little projects and visited with who ever stopped by. Marion wasn't the kind to waste a lot of words. He walked around the boat and said "We can fix her up, bring her over." He put in a couple short planks that the bugs had ate and I pulled out the old iron nails and replaced them with stainless steel screws and put in a new back deck. Now the boat was all fixed, but I still didn't have a use for it.

My son John is in the business of raising Manila Clams. The clams like to live in gravel, but there isn't any on the west side of Willapa Bay. A few years ago John built a 44'X16' aluminum scow which can haul around 50 yards of gravel. He put a fresh Cummings diesel in the old tow boat. He now uses the boat regularly to build up his clam beds. During the oyster spawning season in the summer he puts out oyster shell for the little oysters to attach to. He can easily haul 2000 bushel of shell and blow it off in about 45 minutes. It really makes me feel good to see the old boat finally being put to good use. I know if dad and Tim were still around they would feel good too.

We never named the boat but when we were oystering we called it the "Tow Boat" or "The Green Boat" because we always painted the hull Malachite green. After I started crabbing with it, it became "The Crab Boat". Now that John is hauling gravel with it, it is once again "The Tow Boat" or "The Green Boat".

The boat was built 5 or 6 years before the Nahcotta Port was put in. We kept it anchored year around on the sand flats in front of our house at Oysterville. I can remember after every bad storm at night we always looked out the window in the morning to be sure the boat was still there. One morning it wasn't. It was up the beach about a mile north with a hole punched in the starboard side by a stump.

At one point in the 1970's I considered gillnetting the boat over here in the bay. I even bought a Frazier River reel from a fellow in Astoria. I had ended up with a bow picker Tim built for Keystone. It worked fine back when the seasons were more liberal and the nets were 200 fathoms in length and 36 meshes deep. We usually just fished high and low waters and maybe a flood drift or two if there were any fish around. Now days with the shortened seasons if there are any fish you have to fish around the clock with 250 fathom nets of much deeper depth to be competitive. Anyway I never got around to putting the reel in so the boat missed the opportunity to be called "The Gillnetter".

Tim's Stories

Tim had quite a life. He started out fishing and boat building in the sailboat days. He would have been 34 in 1904 when they started putting engines in the gillnet boats. He told me many stories about his younger years.

One story I'll always remember probably happened shortly before 1880. Tim and his brothers and sister were small and playing on the bank of the river when he said they saw a canoe coming down river with what he said had "real Indians" in it. The kids hid in the willows and the canoe came ashore near where they had been playing. Tim said there was a sturgeon in the canoe that was so big he couldn't see how they got it in. The Indians cut the head off behind the front fins with an axe and stood the head upright on the sand. I remember Tim holding his hand up

about 4 feet showing how high it was. They built a large driftwood fire along side of it. After it had cooked awhile they turned it and cut some off and ate it while the other side was cooking.

In 1902 Tim and some friends went to Alaska to look for gold in the Klondike. They didn't have much luck because he said the highlight of the trip was a whale that washed ashore. Somebody put a big tent around it and charged 10 cents to look at it.



Tim Driscoll

Tim loved duck hunting. He had sacks of hand carved wooden decoys and a nice floating blind up a big slough. He told about one time he had taken his wife Annie hunting. They had just put out the decoys and got back to the blind when some ducks started coming in. Tim didn't use a duck call but made the sound with the corner of his mouth. He had just gotten new false teeth and when he tried calling the ducks the sound didn't come out right and it scared them away. He said "I got so damn mad I pulled the teeth out and threw them out in the water!" He had to go back at low tide to find them.

Tim did some trolling in the early days. I don't know what years this was, but I know it was very early, possible even in the sailboat days. He said he made his own lures out of whale bone and they worked good. While trolling he saw something several miles off the mouth of the Columbia that was very strange. Most of you will write this off as a "tall tale". I knew Tim very well and he didn't tell "tall tales". If he said he saw something it was there. He called it a sea serpent. It showed up along side the boat and stayed fairly close for quite awhile. He could see it plainly. It looked to be over 40 feet long and a couple feet thick. It didn't have scales, but had hair similar in color to that of a bay horse. The head was also shaped

somewhat like that of a horse with large dark eyes. I don't remember Tim mentioning anything about ears. He said it moved through the water something like a snake except that instead of sideways movement it undulated up and down. Several of the humps would be visible at the same time. I believe he said they traveled together for several miles.

Tim's mother was a full blood Clatsop and she taught him to speak Chinook Jargon. I still remember quite a few words he used. He didn't have a car when I knew him, maybe he never had one. Anyway when we went somewhere it was usually by boat. When we were ready to go Tim would say "Klatawa Kopa Chuck". This means to travel by water.

I had lunch with Tim a lot when he lived in Ilwaco. Stew was something he made quite a bit. He made two different varieties. One he called Sand Island Stew and the other Dog Vomit Stew. I didn't notice much difference. They were both made out of beef, potatoes, carrots, onions and maybe some celery if available. One day I asked him what the difference was. He said "I cut the Dog Vomit Stew in smaller pieces."

Our favorite meal was salmon head and potatoes. You take a big salmon head preferably with the tips still on and split it down the middle. It splits easier if you cut it from underneath. Then put this in a pot with water and potatoes. The trick is to cut the potatoes so when the potatoes are done the fish is too. When Tim lived at the cannery we had this a lot during the season.

When I was about 12 I wanted to build a dugout canoe real bad. I knew cedar was the proper material to use and kept waiting for some to wash in on the bay shore in front of the house. I kept watch for a long time. Finally a beautiful log showed up. It was about 12 foot long and 2.5 feet in diameter with no knots. The log was perfect except it was hemlock, about the worst wood you could find. At the time I knew it was the wrong wood, but the log was so nice I thought if I did a good job it would turn out ok. Besides I was tired of waiting.

Tim showed up for about a weeks visit not long after I started my project. This was when I first met him. One morning after breakfast I was getting ready to go and Tim said "I think I'll walk down and see what you are doing." He sat on the bank smoking his pipe watching while I whacked away at the log for about an hour with my ax. When we got ready to go he pulled out his pipe and said "I don't think it will float". Luckily he was wrong, because the log floated away on a big June high water a few nights later. That saved me a lot of work because until then I had only partially pointed both ends and flattened some of the top.

Back in the double end gillnet boat days Tim built a lot of boats with his brother Cooney. He said they got pretty fast at it. I'm not positive but I think he said they could turn one out in three weeks. Cooney got his nickname because he walked kind of humped up like a raccoon.

Tim really understood what it took to make a boat go through the water easily. I remember several times he would put his

fingertips together and push them forward. He would say, "You don't cut through the water. You slide over it".

Tim didn't use a tape measure when building a boat. He used a wooden folding ruler with brass hinges. It fit handily in the top of his overalls next to his carpenter's pencil. One thing he did different was that he didn't use a caulking mallet when caulking a boat. He just used his claw hammer. I never asked him the reason; maybe he felt he had more control. He did use a modern power tool that saved him a lot of time. It was an electric planner with a curved blade. He used this to hollow out the inside of planks so they would fit tight against the ribs where the ribs were bent. Tim marked his tools with the letter W for identification. I thought this was kind of strange and asked him about it. He said he did it because it was easy to put on a "W" with a file.

Tim's niece Hilda helped him build the last two or three boats. After Keystone closed down in the late fifties they moved into the old Glison Hotel in Ilwaco where Hilda looked after him.

When he was somewhere around ninety he was diagnosed with diabetes. He would give himself insulin shots and even gave up smoking his pipe. Eventually he developed an ulcer on his foot that wouldn't heal. Hilda was often sent out into the woods to dig up devil club roots. They would boil this up and apply it to the foot. No doubt this was something he learned from his mother. After a couple years of this the foot had to come off. I remember visiting him afterwards in the Ilwaco Hospital. He joked that now he had one less leg to kick with.

Tim had a special way with animals. If there was any cats or dogs around it wasn't very long until they under his spell. He talked to them and they seemed to like what he said. When he was talking to a cat he always called it puss-puss, the jargon word for cat. Tim had a pet mink that he said liked to run up his pant leg and crawl around between his long underwear and his overalls. It is kind hard to imagine sitting still for something like that.

Once I asked Tim what he thought about religion. He said "I don't worry about it. I just try to do what I think is right." Not bad words to live by if you ask me.

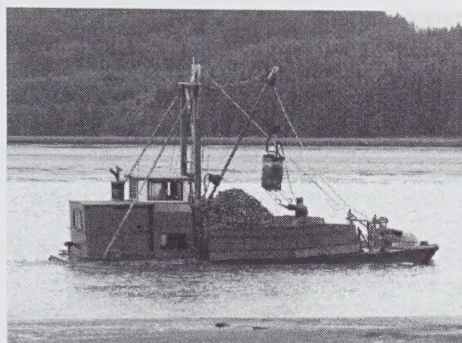
Fishing With Tim

Just before Tim built my dad's boat he built a 29' bow picker for himself. What was different about this boat was that he built it one plank lower because his knees were bad and it made it easier for him to get in and out of.

Tim decided to try fishing his diver drift at Woody Island that July 1952. The main purpose of this was to run to Clatskanie to have a power roller installed and to break me in as a boat puller for the Aug. season. When we headed out for Woody Island dad was hooking up his boat engine.

We stayed about 2 weeks in Tim's shack. It was an old scow house on piling on the edge of

the bank. His neighbors were Carl Lindstrom's family in a float house just down river and George Siverson's father Cris was just upstream. Of course there was no electricity and Tim had a wood cook stove and kerosene lamps. He had a battery operated radio he liked to listen to Portland Beaver baseball with.



Oyster Dredge, Lower Naselle River

Tim never drank alcohol when I knew him or talked about drinking in the past, but he showed me a bottle of whiskey he kept in the warming oven of the cook stove. He said he kept this on hand in case he came down with what he called "The Grip".

The bed I slept in was all duck feathers, top and bottom. I remember thinking it was almost like sleeping on a cloud. Sure didn't have to worry about being cold that hot July.

A few days after we had arrived we heard a loud roar coming from down river. It was dad in his new boat. It had a dry exhaust with no muffler. He visited with us for a few hours and then headed back to Ilwaco.

The weather was hot and dry while we were there so there weren't hardly any fish. This gave us a lot of spare time. Tim liked to play cribbage so we did a lot of that. He had a couple of nice round bottom duck boats that I spent a lot of time exploring the sloughs with. They rowed very easily and were wide enough they weren't tippy. If anyone is interested in seeing one go to the Antique Mall on Marine Drive next to the bowling alley. There is one in there he built for Lewis Jasper of Puget Island.

Tim had a little race with another bow picker while we were at Woody Island. I think it was Johnny Tarabochia. I didn't get to go along because Tim didn't want the extra weight, although I was pretty scrawny at the time. I don't remember who won, but I think it was probably Johnny because although Tim's boat was fast he only had a Chrysler Crown for power.

About halfway through our stay we made a run to Skamokawa for groceries. We went to the Hobbs store on Steamboat Slough and stopped into visit Art Anderson who lived just below the bridge and stayed all night. Tim had built Art a bow picker before he came to Keystone. I think Art was probably Tim's best friend.

Tim needed a new big mesh for the Aug. season. Nylon was just coming out and there were a lot of stories circulating about knots slipping so Tim

went with what he was familiar with and bought new linen web. The net fished good at night but nylon would have been better in the daytime. I remember when we laid the net out in the evening and you could start to see lights on the shore and the net buoy lights Tim would say "It's starting to get fish dark".

That linen net with big wooden football corks was pretty heavy picking. Sometimes if it was windy or we got into a lot of jellyfish Tim would give me a hand and pull some cork line. When I was 15 I was small for my age. At that time I was the second smallest boy in Ilwaco High School. Although not very big, I was in good shape from working in the oysters. Picking that heavy linen net was quite a workout for me. It got to where I could hit the bunk and fall asleep almost immediately when Tim headed back down river for another drift in the middle of the night. My dad said Tim told him "My God that kid can sleep." I was always up when it was time to pick though.

One thing I did to pass the time on day floods was to rig up a hand line with a trolling rubber and mooch with herring off the stern of the boat. I figured the fish would lead around the net and I might catch one. I tried it several times but never got a strike.

We fished mainly out of Ilwaco, but when the tides were right we stayed at the Keystone buying station in that cove just above where the bridge now comes ashore. We called it Hungry Harbor. I don't remember any real big deliveries, but we fished steady and ended up with a fairly decent season.

We were doing ok in the second Aug season until one morning before daylight we were flooding up past Sand Island on one of those small high waters. Everything was going fine until we passed the island. At that point the net went sideways and we left 2/3's of it on the Chinook Jetty. That was the end of Tim's fishing career.

Looking back I find it amazing that an 82 year old man would undertake to build his own boat and fish the lower Columbia with a green 15 year old runty kid. We probably would have fished several more seasons if we hadn't lost the net. Now days it wouldn't be that much of a feat with all the modern conveniences such as net reels and GPS. We used to wonder if we were the oldest and the youngest fishing team on the Columbia at the time.

Writing this brought back many good memories. In closing I would like to say that I feel very fortunate to have known Tim as well as I did. He was like a grandfather to me and definitely had a very positive influence on my life. A super great guy.

By: Pete Heckes

Salmon For All News

Oregon Legislative Session Closes without Approving Gillnet Restrictions

The Oregon legislative session for 2009 closed at midnight June 29. None of the bills aimed at banning or restricting the gillnet fishery made it to the floor in either chamber. HB 2579, the one bill to make it out of committee, had originally been sponsored by the CCA. The House Sustainability & Economic Development Committee amended it to set up a task force to study Columbia River sport and

commercial fishery issues. It passed over to the Joint Committee on Ways and Means, where the CCA went to great lengths to reinsert the original alternative gear proposal. But the NSLA, having failed to advance its "SAFE for Salmon" legislation, was determined not to allow the CCA to succeed where it had failed. As a result, HB 2579 also died in committee.

Lobbyist Jim Markee attributes much of the

success of our efforts to protect the gillnet fishery this past session to the shrewd and effective work of SFA Board member Bruce Buckmaster. Contributions to the coho fishery disaster relief fund allowed us to compensate Bruce for some of the time he devoted to working on our behalf in Salem. We all owe Bruce a debt of thanks for his good work.

Full List of Disaster Relief Fund Contributors as of July 15, 2009

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Charles & Carol Baldwin
Mike & Henry Balensifer
Delwin & Hazel Barendse
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New Members Appointed to Washington Fish & Wildlife Commission

On June 19, Washington Governor Gregoire announced the appointments of David Jennings, Rollie Schmitten, and Dr. Brad Smith to the Washington Fish & Wildlife Commission. The only name among these familiar to most of us is Rollie Schmitten, former director of the Washington Department of Fisheries. He later served as director of the Northwest Region for the National Marine Fisheries Service, before being named as national director of NMFS. A resident of Lake Chelan, he also was a former Cashmere city councilman and Chelan County Port commissioner. A self-described avid sport fisherman, Schmitten is also known for being open-minded and fair.

David Jennings lives in Olympia and has been active in fish and wildlife management issues for almost 20 years. He works at the Washington State Department of Health in the division of environmental health. He was also the water protection program manager at DOH. Jennings

is the past president of the Gifford Pinchot Task Force and the Black Hills Audubon Society. In 2006, the Black Hills Audubon Society named him conservationist of the year.

Dr. Brad Smith, a resident of Bellingham, is dean of the Huxley College of Environmental Studies at Western Washington University. Prior to that appointment, Smith served as the first director of the Office of Environmental Education for the U.S. Environmental Protection Agency. Smith, who has extensive international experience on environmental issues, serves on the International Scholars Program for the U.S. Information Agency. He was a Fulbright Scholar to Great Britain and worked as a research fellow for Environment Canada and the Canadian Fish and Wildlife Service.

What these new appointments will do to the balance of the Commission is as yet uncertain. The Washington Commission for the past several years has been stridently

anti-commercial on most fishery issues. Voices advocating for a more moderate approach would be most appreciated. But, it is far too early to predict whether that will be the case.

Meanwhile in Oregon, Governor Kulongoski has been in no hurry to appoint a replacement for Zane Grey Smith, whose term expired February 15 of this year. Commissioner Smith continues to serve at the pleasure of the governor in the interim. Those of us at Salmon For All have come to know Zane as a very thoughtful commissioner who always does his homework. His continued presence on the Oregon Commission is welcome.

Some have been actively lobbying for an appointment to the Oregon Fish & Wildlife Commission, including economist Hans Radtke, and former CCA spokesman Stan Steele, who left the CCA after discovering the party line was propaganda rather than the truth.

By: Hobe Kytr

FROM JOINT STAFF -- ODF & W/ WDF & W

Columbia River Spring Chinook

Spring Chinook enter fresh water to spawn in Columbia River tributaries and generally emigrate from freshwater as yearlings. Spring Chinook entering the lower Columbia River during mid-February to mid-March are predominantly larger, 5-year-old fish destined for lower river tributaries. Age-5 Chinook are dominant throughout March and reach peak abundance in the lower Columbia River by late March. Smaller 4-year-old fish enter in increasing numbers after mid-March, reaching peak abundance during April. Spring Chinook returning to the Columbia River are comprised of lower river and upriver components. Upriver spring Chinook returning to areas above Bonneville Dam begin to enter the Columbia River in substantial numbers after mid-March

and generally reach peak abundance at Bonneville Dam in late April.

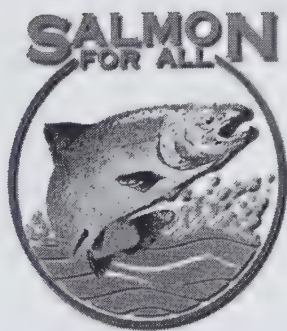
Willamette River Spring Chinook

The Willamette River Spring Chinook run passes through the lower Columbia River from February through May, with peak abundance during mid-March to mid-April. Migration through the lower Willamette River varies with water conditions but typically occurs from mid-March through April. Passage through the Willamette Falls fishway occurs from mid-April to mid-June, with peak passage typically in mid-May.

Historically, wild spring Chinook spawned in nearly all east side Willamette tributaries above Willamette Falls. During 1952-1968, the U.S. Army Corps of Engineers (USACE) constructed dams on all major east side tributaries above Willamette Falls,

blocking over 400 stream miles of wild spring Chinook rearing area. Some residual spawning areas remain, including about two-thirds of the McKenzie River and about one-quarter of the North Santiam River; however, upstream dams affect these areas through alteration of flows and temperature. The majority of the Clackamas River Basin remains accessible, although a three-dam hydroelectric complex (River miles (RM) 23-31) has impacted migration and rearing conditions in the mainstream Clackamas River. Past estimates placed the percentage of wild fish in the current Willamette spring Chinook population at about 10-12%, with the majority destined for the McKenzie River. However, recent information indicates that the wild percentage of the run may be much higher than previously believed, especially at low total run sizes. Passage over Leaburg Dam on the McKenzie River and North Fork Dam on the Clackamas River, plus redd counts in the North Santiam River, are currently used to index the status of wild spring Chinook populations in the Willamette River Basin. The National Marine Fisheries Service (NMFS) classified spring Chinook destined for the Willamette River above Willamette Falls and the Clackamas River into a single ESU and listed the wild component as a threatened species under the ESA effective May 24, 1999.

Accurate Willamette River spring Chinook run size estimates prior to 1946 are not available. During 1946-1989, it was



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FROM JOINT STAFF -- ODF & W/ WDF & W Continued . . .

generally believed that the 1953 run was the largest on record, at 125,000 fish, and the run was predominantly wild. The 1953 run was eclipsed by a return of 130,600 spring Chinook in 1990, comprised mainly of hatchery fish. A new record run was established in 2004 with a return of 144,400 fish, again comprised primarily of hatchery fish. Since 2004, the run has been less than 60,000 fish per year.

Four large hatcheries above Willamette Falls produce up to 4.4 million smolts annually, plus additional fingerlings to seed reservoir and stream areas. About 75% of this hatchery production is funded by USACE as mitigation for lost production areas. Below Willamette Falls, hatchery releases in the Clackamas River total about 1.0 million smolts annually. Hatchery egg-take needs for the combined Willamette and Clackamas River programs have been met annually since 1980, with the exception of 1984 and 1994.

Select Area Spring Chinook

The Spring Chinook program in the Youngs Bay terminal fishing area began in 1989 and was expanded in 1993 with the implementation of the Bonneville Power Administration (BPA) funded Select Area Fisheries Evaluation (SAFE) Project. Implementation of the SAFE project also allowed for the development of other Select Area fishing sites. The evaluation phase of the SAFE program was completed in 2005, and the program is now referred to as the Select Area Fisheries Enhancement Project

(with the same SAFE acronym). Spring Chinook releases in Oregon Select Areas are Willamette stock while the Washington site utilizes Cowlitz and/or Lewis stocks. Currently, all Select Area Spring Chinook are reared in hatcheries primarily supported by the BPA-funded SAFE Project: Gnat Creek Hatchery (ODFW) in Oregon and Grays River Hatchery (WDFW) in Washington. Production at both hatcheries utilizes surplus eggs collected at other state facilities that would not otherwise have been hatched and reared. Spring Chinook released in Select Areas are reared and/or acclimated in net pens located in Youngs Bay, Tongue Point, and Blind Slough in Oregon and Deep River in Washington. Spring Chinook were reared and released from the South Fork Klaskanine Hatchery operated by the Clatsop County Fisheries project during brood years 2002-2004 but this program was discontinued due to chronic disease issues and lack of year-round water rights for the hatchery.

Spring Chinook releases in all Select Areas combined ranged between 890,400 - 1,079,000 smolts annually during 1996-2003, increased to 1.65-1.83 million smolts annually between 2004 and 2006, but have since decreased averaging 1.06 million in 2007 and 2008. Beginning with the 2001 releases (1999 brood year), all hatchery Spring Chinook released in SAFE areas have been mass marked with an adipose fin clip. During 1996-2003, annual releases of Spring Chinook in Youngs Bay averaged 466,400 smolts. Releases in 2004-2006 were doubled (990,000 annual average) due to

the additional production at the South Fork Klaskanine Hatchery. However, the 2004 South Fork Klaskanine Hatchery Brood was released early (autumn of 2005) due to disease (Bacterial Kidney Disease); very few fish from this brood survived to contribute to returns in 2008 and it is assumed that the same will be true for 2009 returns of this brood. Releases of Spring Chinook smolts into Tongue Point and Blind Slough began in 1996. Since then, smolt releases into Blind Slough have averaged 302,700 smolts annually. Annual releases at the original Tongue Point site during 1996-2000 averaged 254,400 smolts but releases at this site were terminated due to undesirable straying of returning adults. To resolve this issue, a new rearing site was constructed in 2003 at the Marine and Environmental Research and Training Station (MERTS) dock approximately 1.2 miles upstream of the former site. Since then, experimental groups of 20,900-79,300 Spring Chinook smolts have been released from this site each year with 25,500-27,400 additional smolts released annually from net pens in the nearby John Day River (2003-2007) to evaluate survival and homing of fish released from the MERTS site. Releases into Deep River began in 1998 and averaged 156,600 annually through 2008, except in 2000 when no Spring Chinook were released. Starting with the 2005 release (2003 brood), smolts from Deep River were released directly into the mainstream Columbia River via towing of the net pens, in an attempt to reduce potential interactions with native juvenile chum (Table 5).

The Laughter at Celilo

It is often said that after the U.S. Army Corps of Engineers paved the Los Angeles River back in the 1930's and 1940's that the Angelenos often repeated the saying "Beneath the Concrete the River is Laughing". Perhaps here on the Columbia River under the works of man, falling waters are laughing as well. Perhaps Celilo Falls still lives.

From the day in 1957 that the gates of The Dalles Dam closed on

the Columbia River, exterminating the Great Cataract, we have not seen Celilo Falls. It has been a devastating loss to the various Indian Tribes along the river as well as to the natural Salmon migration. The native peoples gathered at Celilo each year to gather much of their food supply for survival. The Dalles Dam has cost man, in one way or other, substantial losses in one of our major food sources, Salmon.



Salmon fishing at Celilo Falls

Letters To The Editor

Hi Jon,

Could you use these items in the next issue? I thought they would bring back some memories!

Manhattan, of course, was one of the stations in Clifton and Ray Davis was Brian and my dad. The C.R.P.A. fish ticket indicates the early fishing in 1929 and the price for later Silversides. Soter was the fish receiver.

Pat Davis Bartruff
Portland, OR

the Gillnetter publication and enjoy it so very much. I just received the newest issue and realized I haven't been paying my way. Please see that this check goes to Jon Westerholm.

Best regards,
Jim & Rhoda Toteff
Kalama, WA

The Gillnetter,

Please use "Bob" Smith in the roster. That's how I'm known on Puget Island.

I really enjoy this publication. Good work guys.

Regards,
"Bob" Smith
Portland, OR

Jon,

Thanks for the copy of the Gillnetter. Nice to read about old friends. Keep up the good work. Good fishing.

Jim Holde
Longview, WA

Mr. Westerholm,

Sure enjoy receiving the Gillnetter and reading about my old friends and neighbors and latest fishing news.

Enclosed find my donation.

Thanks very much,
Harold Stensrud
Hermiston, OR

Jon,

We sure enjoy getting the Gillnetter. It brings back memories of my late brother, Mike, who helped edit and publish it for many years.

As a member of the Demase family, the fishing industry has always been a big part of my life.

My dad, Clarence, fished the *Three Sisters*, *Brookfield*, *Michael V*, and *Miss Kimberly* over the years - on the Columbia, in the ocean and up in Bristol Bay. His dad, Vince, fished before him - under sail power. Many of my uncles, cousins and in-laws have been or still are making their living on the water.

My grandmother, Dolly, and oldest sister, Sandy, both worked for Bumble Bee at one time. My son, Bryan, spent a couple of summers working at a cannery in Alaska. And Sandy won the last "Sally the Salmon" title ever awarded in conjunction with the Regatta.

I remember helping my dad load the net into the boat for a night of fishing even before I was tall enough to reach the top of a net rack. Invariably, the net would catch a button of one of us kids, and we'd be yelling, "Wait, wait," fearing we were going to get pulled into the boat ourselves.

We had salmon for dinner so often, we got tired of it. We didn't realize how good we had things.

I remember the first time I ever had my now-husband of 35 years over for a family dinner. He grew up in Arizona, so the prospect of a juicy salmon steak was really something to salivate over.

But Mike, then about 12, had a very different reaction. "Eww, salmon A-G-A-I-N," he said, screwing up his face to express his displeasure.

Fishing today sure isn't what it used to be. I don't think I ever fully appreciated how hard my dad had to work to support a wife and five kids - and keep salmon on the table.

Please accept this \$25 donation in memory of my beloved mother, Hazel and brother, Mike.

Dolly J. Bagwell
McMinnville, OR

Mr. Westerholm,

The article by Eldon Korpela in your Winter issue brought back memories of fun times. I was fishing the same area at that time earning my way through college. I shared a slip with Eldon in the mooring basin.

Recently when I drove around Smith Point it was hard to believe that there was once a bunkhouse, warehouse, and docks there where we kept our boats and gear during Winter.

Enclosed a donation to help with the publication.

Jim Mathiesen
Marysville, WA

Dear Mr. Westerholm,

I have been searching for information about the plans for the cannery tender "C.H Foster" to no avail. She was built as a 40 foot double ended troller at Ilwaco in 1924. She was later acquired by Arthur Anderson Salmon Cannery in Astoria.

I have fond memories of making the day trips to the fish receiving scows, on her, with my twin brother Captain Mike Leback. We were about 7 or 9 at the time. My father Captain Vernon Leback worked for Anderson at that time.

Is it possible that a reader of the "Gillnetter" would have information for me?

My best to you- I remain
Captain Warren Leback
Skillman, N.J.

Columbia River Packers ASS'N.
SALMON PACKERS

Station Manhattan Date Feb 18, 1929
M Ray Davis

(No. _____)

	Lbs.	@	
Salmon			
Silversides	15	10	1.50
Sturgeon—White			
Sturgeon—Green			
Shad			
Chum			

Nº 1960

CRPA Delivery Slip
Credit to Pat Davis



(left) Anton Soter, fish receiver
(right) Ray Davis, delivered Spring Salmon
Credit to Pat Davis

Hi Jack,

It was nice to see you at the Fisher Poets gathering. I sure miss the old days. I still receive

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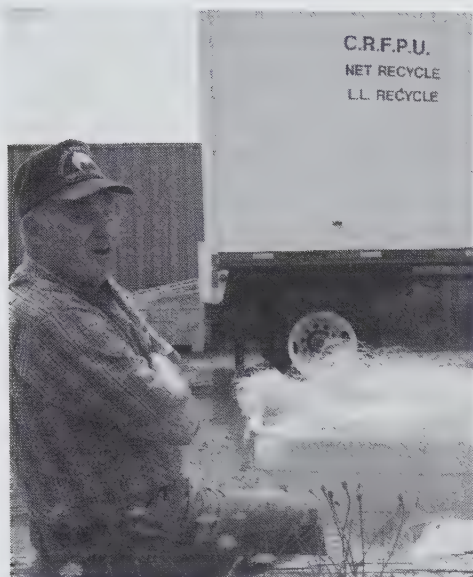
Peter and Jon Gimre

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HILLSBORO
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640-5866

Astoria's Gillnet Recycling Program to Get a Boost



Jon at the C.R.F.P.U. Net Recycling Center
(Photo courtesy of Diana Johnson)

For eighteen years, the Columbia River Fishermen's Protective Union (CRFPU) has been recycling old or torn nylon gillnets from fishermen up and down the Columbia River. In this quiet, little known effort, fishermen have contributed over 130,000 pounds of material so they could have a new life as car parts, computer chair wheels, umbrella handles and other molded products.

Now, as a part of a grant targeted at Astoria and 5 Alaskan communities, their efforts may get a boost, making the program more streamlined and assuring its continuance into the future. Pacific States Marine Fisheries Commission (PSMFC) received a grant from the National Fish and Wildlife Foundation/NOAA Marine Debris Program to promote these recycling efforts. According to Fran Recht, PSMFC's project manager, the objectives differ between Alaska and Oregon. "In Astoria, we have an effort by CRFPU that has been going on continually; in Alaska we had a program for about ten years, but for a variety of reasons (mostly economic), they faltered and we have to start them back up." The other communities are Naknek, Dillingham, Cordova, Kenai, and Petersburg. There are also on-going

recycling efforts in Seattle, Bellingham, and Anacortes, which got their start years ago from Recht's work.

The program was started when Bob Eaton was at Salmon For All several years ago. We didn't know that it was going to last this long but the guys like doing it. It gives them a place to get rid of the old web and lead line without having to go to the landfill and at the same time provides a little extra money for the fishermen's union. We can say that we gillnetters are doing one part to keep the environment clean.

The grant money that may help Astoria, is for two years, mostly for a few months of someone's time to help re-orient the program and communicate with the fleet. According to Recht, "What is needed is better instruction for the fishermen about how nets need to be prepared (they need to be free of gear such as lead line and cork line) and tied up tightly in bundles and bagged in plastic bags to simplify the collection and hauling system."

The nets from Astoria and the other communities generally get sent to Burlington, Washington where Skagit River Steel and Recycling consolidates and bales the webbing until there is enough to ship by the 40-ton load to processing markets, generally in Asia. Skagit River Steel and Recycling has worked with the program since its inception and has helped develop markets for the nylon gillnet webbing and lead line. Technology is changing so that the nylon from the fish net might be able to be made into recycled carpets and incorporated as fibers into the plastic wrap that goes around lumber, so eventually there may be markets in the U.S. for processing.

Fran Recht - PSMFC
Jon Westerholm - Editor



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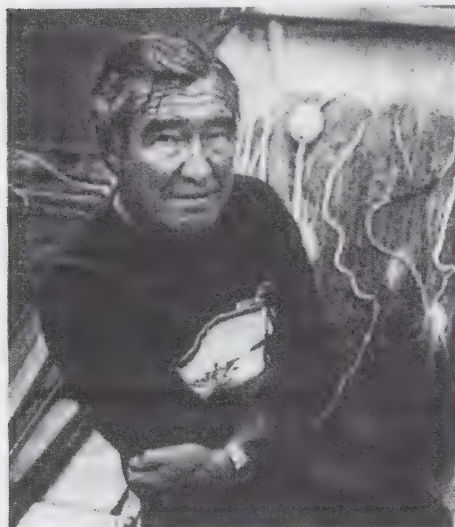
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Fishing The 1955 August Salmon Season

(Part II) With Eldon Korpela

As I look upstream in the direction of Point Ellis, I can see an obvious increase in activity on the water. The perceptible number of mast, running, and spot light activity marks the area where boats are searching for a show to get high water in blind channel. The frenzied activity has many boats with a portion of their net laid into the water and the skipper wondering how he will get in the rest of it. Much yelling and cursing with frustration are common during the later part of the August season in this area. The fish are there, but so are the boats.



Eldon Korpela

This is not my style, so I'll pick up and head back downstream. I'd rather fight with and curse the hake, jelly fish, river traffic, "fire in the water" and the possibility of going over the bar on the ebb tide. The pick up goes very well. I'm not "clinched" with any other net yet, but I must speed up my pick-up to avoid a "Jackpot" which would delay my trip down river and ruin my time schedule. Many of the salmon that I'm throwing into my locker are stiff which could mean that they hit my net much further downstream. Perhaps I caught them below the Chinook Jetty. This information causes me to work even harder to pick and clear the fish. My net is almost in the boat and nets are being laid out all around mine. "Geez, at least let me get my net into the boat", I yelled at one guy who is laying out his net across my stern. I can't even use my reverse to straighten out a bunch in the end of my net without getting his net into my prop. Finally it's all back into the boat and twenty times I've thrown a salmon into my locker. Now to get out of this mess and back downstream where I should have more room.

Traveling, I'm studying the multitude of lights in my path to distinguish each boat and determine in which direction its net is stretched. With a slight northwest breeze, most boat's nets should be north of the vessel in the direction

of the Washington shoreline. Of course, there's always a few boats whose nets are up and down with respect to the current and the drift. I sure don't want to run down some guy's corkline. A few fishermen who think that you are headed in a path to cross their net will illuminate their corkline with a spot light. Then there are those who lie down in their cabin's bunks and relax during a drift. I never could!

Every few minutes I check the prop wash on the stern of my boat for "fire in the water". This phenomenon is caused by a tiny dinoflagellate called *Noctiluca*. When disturbed by agitation, this creature produces a luminescence in the water. Experience has taught me that this animal is also affected by a drifting gill net to a degree where the netting is visible to fish as well as humans. I have observed salmon swimming around the end of my net during the dark of night. When I see my wake "light up" there is little use in proceeding downstream, so I head upstream to a point well above the range of *Noctiluca* to lay out my net.

As I scan the area downstream, there isn't a boat near my intended drift and no "fire in the water" up to this point. With the smaller high water, I don't expect any "jellies" or hake. My new depthfinder will tell me where the "drop off" is so that I can throw my lighted buoy into the water at that point and lay toward the bank or across the drift path. On my lay out I will angle slightly upstream to compensate for the faster drift of the deeper end. This is one drift that I don't want my net to go "up and down". Experience, plus a little help from my father, has taught me that fish pile up on the flats above on the flood tide and when the tide begins to ebb, they will charge downstream and hopefully into my net. The more area clear of nets above, the better my "show", and I don't see any boats in my line above. During the entire drift it's important to patrol my net on the upper side to check for corkline bunches with a spotlight. Using the spotlight flashing downstream would attract less attention and giving each end an occasional tow will keep my net extended to its maximum length. The light on the net reveal several silver spots under the surface, a good omen. My leadline is also hanging in a vertical position with the corkline which means that the webbing of my net extends straight down. On occasion I have experienced a situation that I refer to as the "Crazy Tide", where much of my netting is almost parallel to the surface. This has always resulted in an unproductive drift.

It's now an hour after high water and the tide has started to ebb. The slight northwest breeze dictates that I start picking from the south end of my net. Previous experience on this drift under these same conditions tells me that somewhere during the pick up a surface current will tend to push my boat on to my net. Then each time that I stop picking to remove a fish, I need to

throw the clutch into reverse to keep from being carried on top of my net by the forward momentum. With net around the boat and the surface current pushing on my stern, I would not be able to reverse off of my net. This would not be a very good situation so far downstream below most of the fleet. A deckhand in the stern observing the situation and operating the controls would be worth his percentage of the catch.

As I pick the net a salmon is entangled every five or ten fathoms and occasionally several come in together. I can only hope that the other end of my net is equally productive. If I don't have any unforeseen problems, I should have my net in before I get below Jetty A. With a small amount of net in the water and all my lights on, any river traffic in this area should be able to avoid running over my net.

It's always a good feeling to have my net back into the boat, especially in this area where there are very few boats to aid me in case of distress. This is a poor place to have engine trouble, the net in the prop, or an unmanageable bunch of net still in the water. Without a radio the only method of communication with another boat, which would happen to be in this area, would be by a signal with my spotlight.

Everything has gone well. I'm on my way home up river. Daylight is breaking and I've picked up about thirty-five salmon, giving me a total of about seventy-five for my night's efforts. On my journey up river to deliver my night's catch, I'll run up the ship channel crowding the shallow water on the north side. My depthfinder will again prove valuable to locate the shallow water where the ebb tide has less resistance to my forward progress. With only one hundred and twenty horses pushing me it takes me over a half-hour until I'm in the delivery line at the Union Fisherman's Cooperative Packing Company landing dock. There are six boats ahead of me in line to deliver. A box about three and a half feet long, two and a half feet wide, and two feet deep is lowered by a cable winch onto each boat's net pile in preparation for delivery. After removing his locker boards, the fisherman uses a pew, a long handled instrument, to stab each fish in the head and lift it into the box. Each box will contain about twenty or so average-sized salmon. This box, after being raised to the landing dock, has its contents dumped into a larger container on wheels which can be pushed onto a scaled platform. This larger cart can hold several of the smaller boxes if the fisherman's catch warrants it. All species other than Chinook are set aside to be weighed and recorded later. The total weight of all boxes is then recorded in an official landing sheet supplied by the State. This sheet remains visible on a counter for the individual fisherman to inspect. Some buyers issue each fisherman a booklet in which a duplicate record of each landing is recorded and initialed by the fish receiver. Both records will show the date,

fisherman's name, his State commercial license number, and the name of the person weighing and recording the catch. All this, of course, is a double check to verify the correct totals. Since this booklet remains on the counter it can be inspected by other fishermen, cannery workers or any visitors on the landing dock. It can also be a big topic of discussion in the cannery and around town as to who was high boat and how much did he have for his night's or day's work. My mother was employed by the cannery and frequently inspected these State records for mine or my father's catches. From the mid-forties to the late-sixties my father caught his salmon in the ocean by use of troll gear.

As I wait in line for those ahead of me to deliver, they each send up one or two boxes of salmon which is an indication that I have done very well for the night. It's now my turn to deliver so I move to the head of the line that has formed behind me and tie my boat to the dockside under the hoist. My catch of seventy-seven Chinook totals 1,776 pounds and fills four of the boxes sent down to me. At twenty-two cents per pound, the Chinook delivered on August 22 add \$390 to my August gross income.

The 1955 August season ended on the 26th and my total catch of Chinook was 11,376 pounds and this total plus a few miscellaneous species was worth \$2,831. I was well-satisfied with my first August season fishing alone.

Continuing:

Fishing during the year of 1955 has gone well for me. The spring season at Oneonta was particularly good; the Bristol Bay season was good as was the Columbia River August season. Fishing alone on the Columbia provided the best year that I have ever had financially. With the two weeks of chartering completed, it was again time to prepare for Columbia's fall season. I decided to again head for Oneonta, the area near Multnomah Falls. It requires most of two days to run from Astoria to this area since the vessel is confronted with a downstream current for most of the journey.

On September 10, I began laying out my net at dusk off the Rooster Rock State Park. The fleet is limited to night fishing during the fall season due to the lack of the spring freshet. Without the muddy water, fish are able to see out linen nets which make drifting during the daylight hours nonproductive. Of course, the net drifts at a much slower speed so our nets are in the water for longer periods of time and fishing proceeds at a slower pace. By daylight the following morning, I had about twenty

Chinook in my locker. The delivery was made to Columbia River Packers Assn. and produced 120 pounds of brights and 300 pounds of lower grade salmon referred to as "tules". Upon checking the deliveries by other boats, the drift along the Columbia River Highway above the falls was more productive than the area that I had fished several miles downstream.

After breakfast, a good days sleep and dinner, I decided to move upriver. This drift will be more crowded with fishermen taking their turn at the upper end, drifting down along the highway and picking up to avoid an obstruction on the lower end. Then we run upstream and do it all again. This is an open drift and has not been registered as a drift right by any group of fishermen. During my drifting and running, I discovered that two of my friends who also fished Bristol Bay were on the same drift. I recognized the brothers, George (Kuge) and Axel (Auke) Niemi, who also at one time claimed Astoria, as their home town. One of them running upstream stopped to inform me that a couple of kids had laid out a diver net on the drift and it was not moving with the tide. Floater nets such as ours would drift into them creating a mess of tangled gear. I dropped my outer end and ran down to confront them. When they came out of the cabin, I explained that this is a floater drift and always has been and that if they did not pick up I was going to tow their net out into deep water. They appeared to be in their late teens and one told me that they were brothers and his name was Eddie Hankons. I was a little surprised when they picked up and left. Later I would become very familiar with Eddie Hankon's exploits on the Columbia and in Alaska.

By morning I had about seventy Chinook in my locker and was informed that if I anchored along the shore a pick-up boat from Columbia River Packers would come by and purchase my fish. While "on the hook" and catching up on my sleep, a fellow biologist, Ernie Jefferies, awakened me and asked permission to check my fish for clipped fins. Of course, I said to go ahead and told him that I did see at least one fin clip during the night. My fish after the delivery totaled 454 pounds of brights and 909 pounds of tules.

Being anchored near Multnomah Falls gave me access to their excellent restaurant and restroom facilities for the next four days. As expected, the catch dropped off each night. The third night's catch amounted to 400 pounds of brights and 695 pounds of tules. The fourth night's catch produced 173 pounds of brights and 330 pounds of tules. Several drifts on the fifth night produced only two salmon so I decided to drop anchor, sleep 'till daylight, and then head downstream for Astoria. With the current, this

is only a one day trip. I refueled at St. Helens and arrived at Astoria's West End basin the same evening.

The 3420 pounds of salmon I delivered at Oneonta to CRPA were worth \$368.40. Tules were paid for at the rate of eight cents per pound while brights brought sixteen cents per pound.

During the remainder of September and the first week of October, I worked on our new Lewis & Clark house and stored my fishing gear in Union Fish's Smith Point Warehouse. My gill netter had indoor storage each off season where I could do all the painting and other maintenance required for the next season. This 100 x 80 foot structure had two stories with fishing vessels stored on the lower floor while nets and other fishing gear were placed on the upper floor. There was sufficient room for racks so the mending of nets could be accomplished in an efficient manner. A boat hoist was located in one corner of the lower floor so that at high tide a fisherman could run his boat over and raise it to floor level for long storage or temporary repairs. A roadway on piles allowed for vehicles to transport gear from the highway into the building. It was a great place to work on boats and gear and was rent-free as long as the fisherman delivered his catch to Union Fish instead of a cash buyer.

At one time there was a large two-story bunk house along the roadway for the company's fishermen, most of whom were single. It was a great place for social gatherings. One of the rooms was occupied by the Niemi brothers. As a child I had my hair cut by Art Niemi in this room and will always remember the knitting of net that occurred there. In one corner the webbing of nets was hand knit from one-pound balls of linen twine using wooden specially constructed needles containing the twine. There was a chart on the wall on which was recorded the amount of netting each man knit. His payment for a specified number of full needles was good for a free hair cut. Some had so many hair cuts credited to them that they would never be able to collect. I wished at that time that I had been old enough to have participated in this endeavor. I believe that my mother gave me a quarter to pay but it was seldom needed. If today's fishermen had had to knit their nets, I doubt that many of them would be in the fishing business. Imagine the time it would take to knit five football fields in length of hung netting of eight inch size mesh, thirty-six feet deep, one half mesh at a time. I'd lose my mind!! Today this is machine knit out of nylon twine most of which is manufactured in Japan.

During the off season if a fisherman ran short of funds, the fish packer would advance him the cash o pay his fish bills. This was expected to be paid back by the delivery of fish the following season.

The 1955 season had been so good that I was able to purchase in September a 1955 Ford Fairlane and write out a \$2005 check for it.

By: Eldon Korpela

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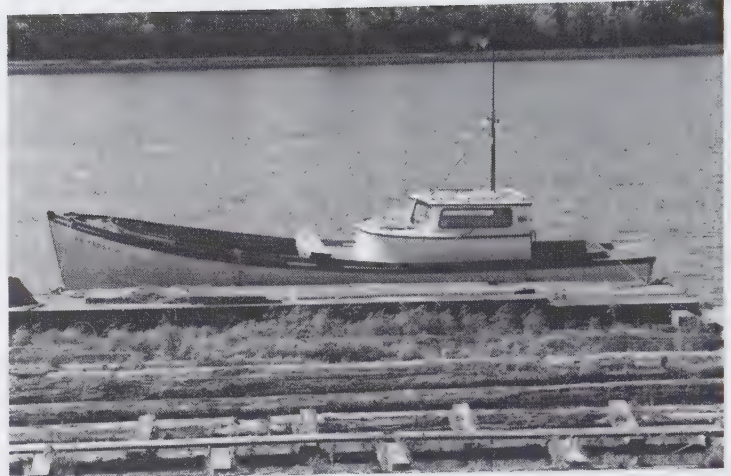
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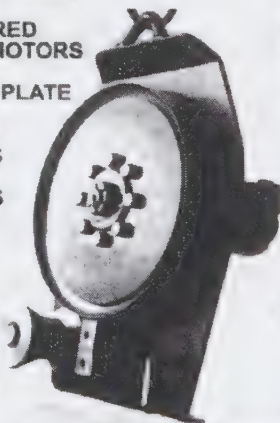
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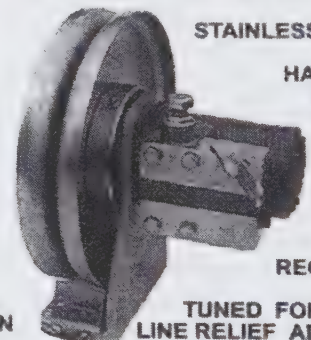


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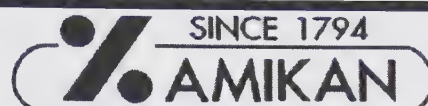
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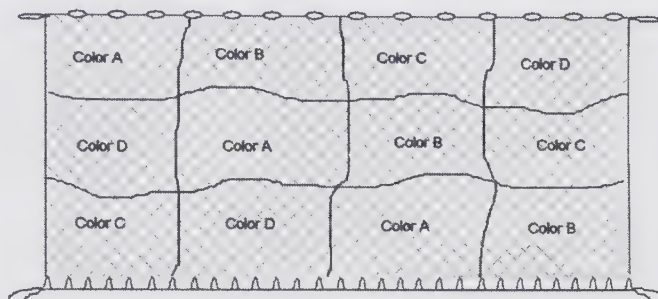
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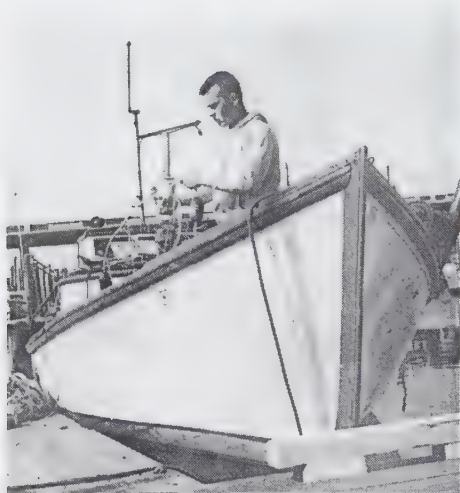
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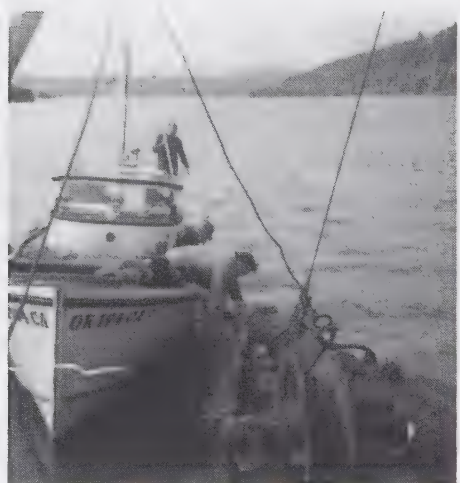
Pictures Of Scenes of Gillnetting Activities from the Past on the Columbia River



Mending Net ~ Bob Nelson



Union Cannery Net Rack ~ Charlie Holman



Snag Pulling Mayger

Picking up the net Gil Fowler and daughter



Snag Scow ~ Brownsport



Towing Snag Stern Picker Jager, Richard Stevenson

Bow Picker Alki Fred Ostling, Puget Island



Good Reading Suggestions

SALT IN OUR BLOOD: Memoir of a Fisherman's Wife

by Michele Longo Eder
(Dancing Moon Press – Newport, Oregon 2008)

This is one Pacific Coast fishing family's story from the journal of the wife and mother of the men involved. It includes the struggles of making a living from the sea and the many physical dangers of traveling on the Pacific Ocean and in and out over the bars of the many rivers and bays along the coast. This story is about winter time Dungeness crab fishing that can bring in quick, lucrative profits but leaves the fishermen open in many ways to disaster.

Michele Longo Eder began keeping a log of her and her husband and son's day to day activities commercial fishing in December of 2000. Her husband Bob and two boys, Ben and Dylan, became involved with two ocean fishing boats the *NESIKA* and the larger *MICHELE ANN*.

The family adventures, in 2001, not only on the ocean fishing but with educational, travel, and family endeavors as well, is happily documented in Longo Eder's description. But personal tragedy struck on December 11, 2001. Ben Eder and three others were lost when the *NESIKA* went down off Yaquina Head northwest of Newport on their way to put out crab pots. There were no survivors.

Michele Longo Eder kept her journal active for another year after the accident. This book is an offer of healing to her family, her community, and to the fishing families everywhere.

The book is for sale locally at Godfathers, Lucy's Books, and Columbia River Maritime Museum, as well as www.saltinourblood.com.

Jon Westerholm – Editor

SALMON COUNTRY from Nature Conservancy

by Matt Jenkins
(Summer 2009)

From California through Oregon, Washington, and British Columbia, along the North Pacific, and culminating in Alaska are located the great salmon producing watersheds along the North Pacific Ocean. Here are found the various species of salmon from the Chinook down through the Coho, Chum, and Pink to the Sockeye.

This salmon country, with its anadromous resource, is the one thing that unites and holds this vast region of our earth together. They have sustained human communities for thousands of years and provide the food source for nearly every living thing in the coastal watersheds.

With the Conservancy working along with several other groups in over 50 salmon restoration projects, we are returning spawning water and providing fish access to many troubled runs. It is amazing how quick the fish find these new streams for their use.

BOATS & GEAR from National Fisherman

By Matt Marinkovich
(July 2009)

A 32-foot wooden boat is refurbished to fish Bristol Bay once again. Originally, the *BB-43* when she was built, the *Gold Digger* is providing an ever affordable craft for veteran gillnetter Mike Carr.

The boat was built right here in Astoria at the Bumble Bee shipyard on Youngs Bay going on 50 years ago. It has a Perkins 135 HP diesel engine in it which is about as fuel efficient as you can get.

It was refitted for its latest journey to Alaska in Port Townsend, Washington, the wooden boat capital of the Northwest. Obviously with a lot of hand polishing and maintenance it could go on for several more years.

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Astoria Marine Construction Company "AMCCO"

The story of AMCCO is the story of Joe Dyer and the founding of the predecessor to Astoria shipbuilding in 1924 with the Mansker brothers, AC & Clair. They located their shipyard on the lower Lewis & Clark River where it is yet today.

Their initial projects involved Bristol Bay Alaska gillnet boats for the salmon packing industry as well as several recreational boats, including Joe's own "*Kingfisher*", that he used for ocean salmon trolling and some towing jobs.



Joe Dyer
(Photo courtesy of the Clatsop County Historical Society)

About 1930 after the break up of the partnership, Joe started a new company to be known eventually as AMCCO. One of the more unique and significant jobs under taken was the design and construction of the ferry, "*Tourist III*" in 1931, for Fritz Elving and his Astoria-North Beach Ferry Co. It became the flagship for Capt. Elving. Joe worked both in the office as an architect and also in the shop building boats. Even though he was a graduate engineer and designed many smaller boats, *The Tourist III* became his first large challenge as a shipbuilder.

With the company suffering financial difficulties early in the 1930's, Joe, with prompting from the Columbia River Yachting Assn, designed a one-class cruising sloop. The resulting "Columbia River One Design" or "CROD", became a fixture in the local Regatta scene for some thirty years. Nine "CRODs" were built between 1934 and 1940. "CROD ROW" moorage, directly in

front of the Portland Yacht Club, became famous. Before the time of fiberglass this was considered a very successful effort at establishing a one-design class. Three more "CRODs" were built after the War, including Joe's own boat, "*Tom Tom*". At this same time AMCCO put out several larger yachts for various customers, such as the "*Evening Star*" and "*Mary Mack*", which were built side by side but with different designs.

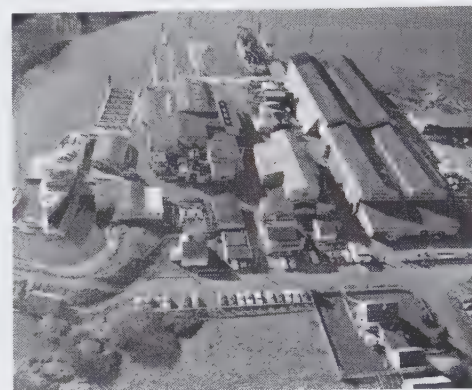
The AMCCO log shows that Joe, at this time, began putting on more wooden boat builders. People such as George McLean, John Puranen, John Omundson, Joe Hilliard, Bryan Ross, Art Olson, Cappy Hilliard, Bob Tayler, Gust Suominen, Charlie Malagamba, Gib Larson, Jack Huhtala, Charlie Utterback, Joe Bowlsby, Bill Maki, George Huhtala, Jess West, Swede Zankich, Harold Dahlgren, Truman Cook, and Heine Dole to name some of them.

It is said by many people that John Omundson was the finest shipwright they had ever known. He had the uncanny ability of cutting pieces to fit perfectly, seemingly only by eye and penciled description. He could place a piece to fit a gap with just one pass of the hand plane. With the return of Clair Mansker from Puget Sound to take over as foreman, Joe had the perfect team for building medium sized boats. Joe's naval architecture and engineering point of view along with a crew and foreman that understood boats, created a number of innovative ways to build boats at AMCCO. They were always looking for a better way. The tunnel stern gillnetter was another of AMCCO's developments.

Sid Snow, who was a furniture finisher in England, finished the boats when the construction was completed. Sid applied his skills and expertise with an artist's eye. As a result AMCCO boats achieved a reputation for the highest quality paint and varnish work.

Naturally, Astoria was home to a large Finnish community. The beloved character among the Finns in the crew was John Puranen. John's speech was a typical mixture of English and Finnish commonly referred to as "Finnglish". AMCCO had many legends about its Finns and it is probably not true that they all involved John. The company was a liberal user of copper naphthenate, a green wood preservative. John was highly impressed with any

compound that would forestall rot. He decided to call the stuff "fountain of youth" or in Finnglish "*bowl o' yute*". Everyone at AMCCO referred to copper naphthenate as "*bowl o' yute*" to the point that a newcomer would believe that it was a special formulation!



The Astoria Marine Construction Company,
circa 1950
(Photo courtesy of www.geocities.com)

The other list of key employees is long and includes Jess and Bob West, machinists; Charlie Malagamba, the corker and caulker; Heine Dole, mechanical engineer and machinist; and Louie Schaerer and Geno Dyer in the office.

In 1938 AMCCO was awarded the contract, by Coast Guard and Geodetic Survey, to build an 88 foot survey vessel out of special treated wolmanized fir lumber. AMCCO, already having had experience with this treatment done at the wolmanizing plant at Wauna, Oregon, was a natural to get the job. Even though they lost money on this job it was the culmination of growth and new ideas for AMCCO looking to the future.

With the outbreak of war in Europe and Asia in 1941 and America becoming involved, the U.S. Navy began a shipbuilding program. Here was the golden opportunity for financially troubled AMCCO. Joe Dyer, with assistance from Clair Mansker and Heine Dole, worked very hard to prepare a plan with a bid to build 4 wooden 137-foot YMS class mine sweepers. Joe traveled to Washington D.C. to participate in the bidding process. He, with help from others, convinced the Navy the little boat building yard on the Lewis & Clark River in the "woods" of Clatsop County Oregon could handle the job. He suggested a design change in the 110 foot keel, using Douglas

fir in place of traditional Eastern oak. Finally using the Westport sawmill as the available source of cutting such large timbers and with such a large number of "big timber" located along the Columbia River in the area, the Navy agreed to the change. On April 1, 1941 AMCCO received a \$1,312,000 contract to build the four minesweepers.

Fortunately for AMCCO, the Navy provided for a 10% progress payment after the laying of the 4 keels. They bought some adjoining tideland pasture next to the shipyard and began to work up the fir keels amongst the tule weed and bunch grass. The Navy was impressed with the solid pieces and issued a change allowing all West Coast yard to build the vessels with beginnings from the mill in Westport. With all the additional buildings, shops, machine sheds, and an additional floor for the office, AMCCO now became a full blown industrial facility.

When one of the YMS minesweepers was launched at 95% of completion, it was towed to an outfitting pier to complete the finishing touches. AMCCO now employed some 400 men and a new management structure was required. Heine Dole became vice-president, Clair Mansker became general superintendent, and John Omundson was made hull superintendent. Truman Cook came aboard as chief mechanical engineer, as well as Harold Dahlgreen as chief electrical engineer. On the administrative and financial side, George Sheahan was hired to put AMCCO on good business footing during the war-time construction of the four ships.

At the end of World War II, AMCCO gradually slowed down. There were some Naval craft for repair and the new established reserve fleet at Tongue Point provided some activity in the form of mothballing. A new class of ocean Trawler was designed of which "The Trask" and "Shirley Lee" were built in 1945. Joe also decided that it was time to complete his own "CROD", "The Tom Tom", which was launched in 1945. Many employees returned to pre-war jobs, but AMCCO maintained a cadre of workers who would be available to go back to work when the company called. Two workers were hired in 1950. One was Don Fastabend, who now owns and manages AMCCO. The other was Tom Dyer, Joe's son, who actually was working for his dad and worked at the plant every school vacation for 14 years until leaving for graduate school to study Naval architecture. He now lives in the Seattle area.

As the Korean Conflict heated up in the early 1950's, AMCCO again was called upon to be the West Coast lead yard and to build

two of the extremely antimagnetic, AM, wooden ships. Three more ships of this type were built for the Royal Dutch Navy as well. These ships were considerably larger than the previous built vessels at AMCCO and much more sophisticated. Silicon bronze fasteners and laminated construction throughout were common place. The yard at the shipyard on the Lewis & Clark had to be adjusted for these larger ships with the new building methods. Many of the former employees returned. New arrivals such as Pete Miller, Joe Tursi, Windy Wilken, Ron Larsen, Toivo Sjoblom, Herman Johnson, Jim O'Conner, Harold Piettala, Art Taylor, and Bill Earl now joined the crew at AMCCO.



AMCCO in 2005
(Photo courtesy of www.geocities.com)

De-mothballing many of the recently mothballed ships at Tongue Point for turning over to South Korea, Taiwan, and other new Allies, became the major AMCCO activity of this part of the Cold War. Most of this work took place at Tongue Point but used the same basic team.

As the AM program wound down, Joe Dyer began to get more involved in such things as civic leadership, public speaking, and politics; such activities as United Way chairman, Astoria's First Citizen Award, initial chairman of the State Marine Board, and founding member of the Columbia River Maritime Museum; as well as continuing to promote good boating in the Astoria area.

One final yacht was built at AMCCO while Joe was still at the helm. The cutter, "Patronilla", was designed by Heine Dole and built by John Omundson in 1957.

In 1968, Don Fastabend and partners purchased AMCCO from Joe Dyer and by 1975 was the majority partner, and today, he is the sole owner of the shipyard on the Lewis & Clark. The Astoria Marine Construction Company continues to chug along on fishing boat and tow boat repair and storage. This place may go on forever.

By: Jon Westerholm
(credit to Tom Dyer)

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Update on Select Area Fisheries (SAFE)

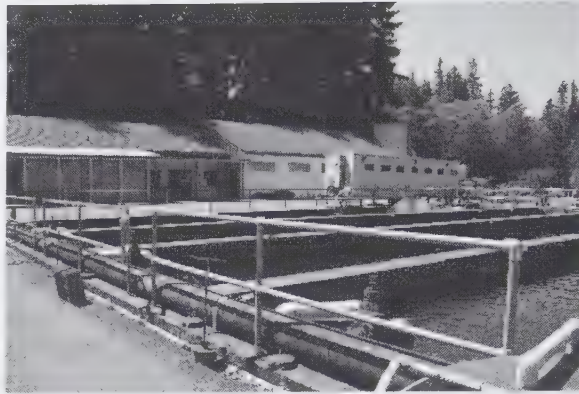
This program, started so many years ago with much volunteer effort and assistance in Youngs Bay, was intended to help jump start the local Clatsop County economy while providing a side fishery away from the main stem Columbia for the Gillnetting fleet. It has done that with the addition of Tongue Point and Blind Slough and also Deep River in Washington to the program. It is providing a strong contribution to the recreational fishery, as well, in the lower Columbia River and side channels in the estuary, particularly with Spring Chinook and Coho.

It is funded primarily by the Bonneville Power Administration (BPA), to help compensate for dam mortality on the Columbia River, with help from a poundage tax on fishers. With budgeting and financial problems the scope of the program has made changes but it still operates, basically the same. Reflecting this the name is now Clatsop County Fishery (CCF) from the former CEDC, Clatsop Economical Development Council Fishery. Many of the previous staff personnel are still with the program.

Jon Westerholm - Editor



Headquarters at office facilities in the Seafood Lab building in Astoria. Toni Miethe, staff assistant secretary at her desk. (Photo courtesy of Diana Johnson)



*Gnat Creek Hatchery, Highway 30, east of Knappa (ODF & W)
(Photo courtesy of Diana Johnson)*



*Main Net Pen facilities at Yacht Club, Youngs Bay
(Photo courtesy of Diana Johnson)*



*Big Creek Hatchery, Ritter Road in Knappa (ODF & W)
(Photo courtesy of Diana Johnson)*



*Net pens at Tide Point
(Photo courtesy of Diana Johnson)*

Revitalization of a Pioneer Hatchery & Fishery

Sea Resources is helping to revitalize a fishery that once reigned king. Located in the sleepy hamlet of Chinook, Washington, the nonprofit organization seeks to rally a portion of a fishery that once made national history.



Receiving bins at Sea Resources
(Photo courtesy of Diana Johnson)

Runs of Chinook, Coho and Chum salmon were large and plentiful here a century ago. Fifty canneries worked overtime to process bountiful catches from commercial fishermen who employed every available method to harvest salmon as they entered the lower Columbia River: gillnetting, seining (using horse drawn sein nets on the spits at low water), trapping, trawling and trolling. Enormous runs, enormous fish, enormous profits were the yields. Twenty banks and an equal number of taverns served a rich and boisterous fishing industry. Per capita, the town of Chinook, with a population of 1000, boomed as the wealthiest in the entire country.

Another milestone for Chinook coincided with the prosperous times. The first private salmon hatchery in Washington State was created. A local group of citizens including Alfred Houchen, Al Gile and Jasper Prest obtained brood stock from the numerous fish traps that held sway in the area nearest the mouth of the river. For over forty years, future stock was nurtured in pens on the Chinook River. When fish traps were abolished by legislative decree, the hatchery, then under the auspices of the state, closed as well. Runs were in severe decline.

In 1964, as a response to the demise of the lower Columbia fishery and the threat of large foreign fisheries off the West Coast, a core group of six local individuals founded Sea Resources. With the support of other Chinook residents, the Ilwaco School District and the State Vocational Education Department they developed a remarkable program that, a year later, included rearing smolts as well as reenergizing fishing families and educating youth. Hatchery management was offered as a vocational tract through the two local high schools. The Sea Resources vocational program led to successful careers

in fisheries and fisheries-related fields for over 50 alumni.

With insufficient returns of hatchery fish and interest waning, in the late 1990s, Sea Resources enlisted the help of Ecotrust. Together, a 100 year plan was drafted and implemented. The goal: restoration of the Chinook ecosystem to support the health of native fish. Sea Resources Watershed Learning Center was launched. A local land trust purchased 1000 acres of surrounding land in order to restore wetlands, tidal health and fish habitat for the Chinook River runs.

Though Ecotrust is not involved at this point in time, their contributions in studies of the site and creation of the 100 year plan were invaluable. CREST, (Columbia River Estuary), located in Astoria, Oregon, now partners with Sea Resources. CREST's expertise and commitment to the entire Columbia River estuary has increased coordinated activities including permitting issues and funding sources for Chinook watershed projects.

Two current projects vital to enhancement of the fishery include:

- 1) enlargement of a culvert on HWY 101 (near Ft Columbia) to return saltwater influence to the present freshwater wetland and
- 2) replacement of a fishladder/dam to better allow passage of fish for natural spawning in the upper reaches.

A broad vision for the future of enhanced runs includes reestablishing the headwaters of the Chinook River. While current efforts focus on cleaning up the mouth of the river, damage to fish stocks caused by flooding could be reduced if the process of reclamation began at the top, the headwaters.

During summer months, the cloud drag phenomena is the single most important source of water for salmon fingerlings; rain clouds shed their maximum water burden if they pass along a jagged treeline. When logging practices are environmentally sound, sporadic sentinel trees are left standing to achieve an uneven canopy that allows optimum cloud drag to water a seasonally thirsty watershed. The loss of old growth trees has severely reduced the amount of moisture (rain) that falls on the Chinook watershed. Therefore, rainfall could potentially increase if an uneven forest canopy were reestablished.

Another far reaching thought for the future of a revitalized fishery on the lower Columbia: reinstate the Sea Resources hatcheries management vocational program. Testimonials are readily available from Washington State Fisheries personnel, including the President of Sea Resources, Kenny Osborne, who attribute their interest

and their impact on fisheries management to education received through the program.

Today, Tony Getchell manages the site now renamed the Chinook Historical Hatchery and Sea Resources. In recent weeks he released 60,000 Chum and 65,000 Chinook fingerlings. The hatchery expects to realize a return of 2.5 to 3 percent on all fish that will be released this season.

Sea Resources remains tucked back from Highway 101, on Houchen Road in Chinook. Visitors are few but welcome. Volunteers are always needed to assist with tasks at the hatchery: cleaning ponds and grounds, planting trees, maintaining streams. Private donations provide the means to continue fulfilling the goal of bringing about a viable fishery. If you have questions or if you would like to contribute to the well-being of an historically significant hatchery whose future is indelibly linked to education, contact Kenny Osborne, President of Sea Resources, at (360) 738-2407 or the on-site Manager, Tony Getchell, at (360) 783-2177. Sea Resource meetings are typically held on second Mondays, at 5:30 at the hatchery classroom.

By: Diana (Ring) Johnson

Marine Artist

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Uncle Sam's Dam

*We'll build us a dam, said old Uncle Sam,
cuz it's cheap hydro power that matters;
with a little soft shoe, we can sneak this thing
through,
and build it without any fish ladders.*

*So, with no trace of guilt, Grand Coulee was
built,
the farmers all clapped with a cheer;
but with the governments course, and no pub-
lic remorse,
the salmon now swam with a tear.*

*With the river diverted, and her power con-
verted,
to Kilowatts and water for wheat;
Uncle Sam smiled, when our taxes were filed,
as it looked good on the Federal spreadsheet.*

*When the salmon returned, they all quickly
learned,
their journey back home was for naught;
the dam blocked their way, and sadly to say,
they'd soon litter the beaches and rot.*

*But the people were blind, as the salmon
declined,
tho' for years our warnings went on;
and more dams were constructed, and more
salmon obstructed,
from reaching their birthplace to spawn.*

*So a smoke screen was lit, and little bit, by little
bit,
the blame was shifted and swayed;
to the squaw fish and birds, and sealion herds,
but the gillnetters are the ones that have
payed.*

*Now the salmon are few, and our warnings
came true,
when we spotted the political scam;
so when pointing a finger, you'd better remem-
ber,
we gillnetters fought every damn dam...*

-Jim Toteff
(April 2008)

The Gillnetters Waltz

*They blame all the gillnetters for the salmon's
decline,
They've pointed their fingers at them for an
awfully long time;
With words they attacked but he knew that
their facts were all false,
So he held his head high as he danced to the
gillnetters waltz.*

*The passion that owned him was strong and
was surely inbred,
Go to college they told him but he chose to go
fishing instead,
He had not a choice as the forces that ruled
him were strong,
Many years it would take him to learn who
was right and who wrong.*

*His grandfather gave him a warning a long
time ago,
And his father agreed and he said that it re-
ally was so;
The dams with deception will poison the pub-
lic with lies,
But the ax will fall on you by self serving men
in disguise.*

*When he was a young man and all of his ba-
bies were home,
He drifted the river in peace some nights all
alone;
The work it was hard and always the seasons
were long,
But he cherished his life and he sang that old
gillnetters song.*

*The years sped along and the seasons grew
shorter each year,
Through hard work and vision he knew that
he would perservere;
But time now were changing and old ways
replaced by the new,
The sport boats now many, the gillnetters only
a few.*

*With words they attacked but he knew that
their facts were all false
So he held his head high as he danced to the
gillnetters waltz.*

*But now then he's older and watches the river
from shore,
Those days of big catches are gone and will
come never more;
His hands now are trembling but his mind still
remembers that day,
When his grandfather told him of the future
and how it would play.*

*Their words still attack and he knows all their
facts have proved false,
He still holds his head high, but now it's only
a memory,
That old, Gillnetters Waltz...*

Jim Toteff
3-3-09

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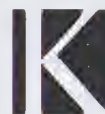


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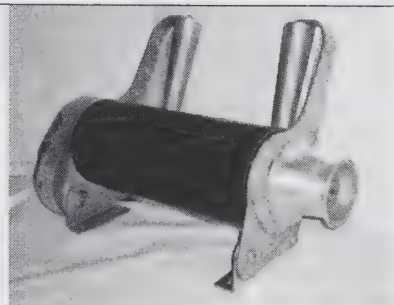
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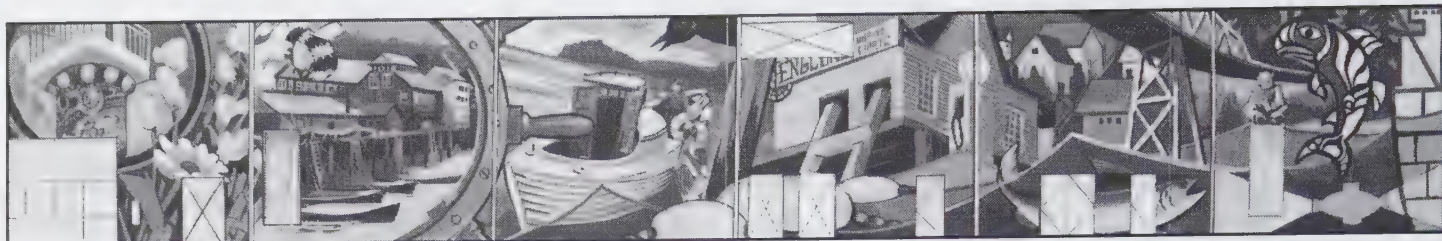


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*Astoria Aquatics Center Mural. Preliminary design as submitted by muralist Thomas Melvin.
(Photo courtesy of Jim Stoffer 1998)*



Freda Englund

Happy Birthday and Congratulations on celebrating her 97th recently. Also to her and the Englund family for sponsoring the large mural on the Astoria Aquatic Center wall, when the pool was built a few years ago, that features a gillnetter and his boat. It also includes a scene of the recently refurbished Astoria Column and 4 others all depicting the river scape and development of Astoria.

A truly fine tribute to the history of Astoria. Let's all join Freda in doing what we can to help keep the pool open in the future.

Freda Englund, who is the mother of Astoria businessman Jon Englund, donated the huge mural that covers the south wall.

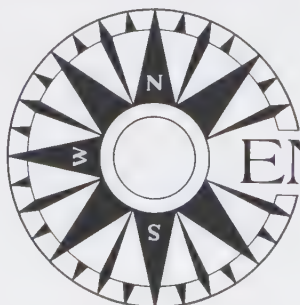
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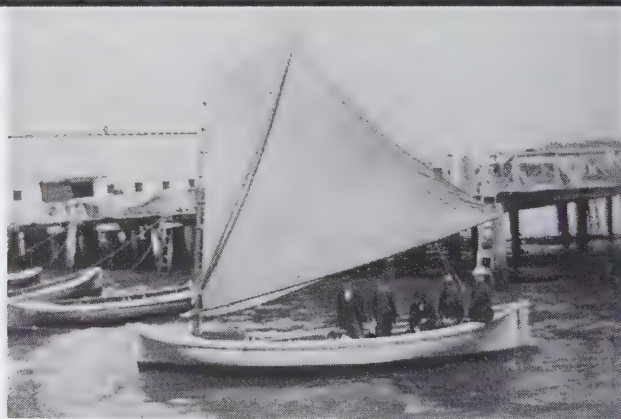
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Notable From The Past



Mel Leback
(Photo courtesy of daughter,
Loma Billup)

Do You Remember:
Mel Leback -- Chinook, Washington

November 18 of this year would have been Mel Leback's 100th birthday. He was born in Chinook and was a life long resident of that community. He worked in his younger years helping his father tend to his fish traps on the Columbia River and also was involved in horse seining on Sand Island. Mel graduated from Ilwaco High School with the class of 1928 and attended business college in Seattle before returning home to Chinook Packing Company. He spent many years in that capacity, rising to superintendent and finally company president and major stockholder before retiring in 1978.

Mel supported SEA Resources in Chinook and was an active member of the local Progressive Club as well as serving on the Chinook School Board.

His pride and joy was his cannery tender the *Man O War*, the fastest tender on the Columbia, winning the annual Astoria Regatta cannery tender race several times.

He remained to the end an interested and active participant in lower Columbia fishing and canning activities.

*Credit to - Daughter, Loma Billup
- Nephew, Warren Leback*

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Mystery Photos



*Does this scene bring back any memories?
The activity?
The Boat?
The Fishermen?*

Contact the Editor at:
PO Box 627, Astoria
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Mystery Photos I.D. from last issue

(Right) **L to R**
Al Elliott - Gunner
Harold Carrington - Reduction Supt.
Orv Piippo - Maint. Supt.
Mark Dozier - Head Flenser
Lyle Anderson - Chief Chemist
Rick Carruthers - Station MGR

(Photo Credit to Sara's Old Photo)



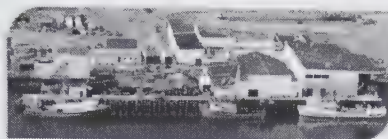
(Above) *Several readers, including Joy herself, identified the two lucky fisherpeople in the picture as Joy Barendse Brotherton and her uncle, Dick Wing.*

(Left) *We received many calls from the Parker family, and others, on correct identification of the converted whale boat, Tom and Al, in the second picture. It is at the Bio-Products' dock at Hammond/Warrenton with a newly caught humpback whale along side. Three Parker brothers, Eben, Frank, and Jim were involved in the endeavor with Eben and Frank being co-owners and Eben the Captain.*

With much new information on the Whaling Project and on Bio-Products itself, we are going to run a story in the next issue of the Gillnetter on this interesting subject.



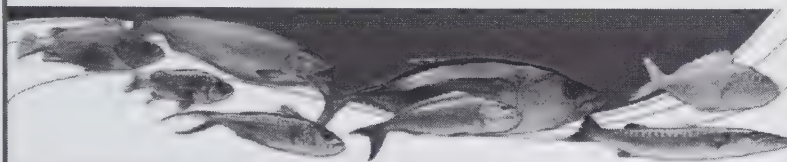
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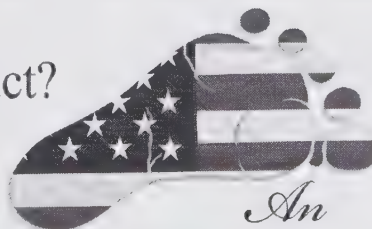
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A Wave Goodbye

Gilbert C. "Doc" Haglund 1934-2009

Gilbert Charles "Doc" Haglund, a Taylorville resident, died March 6 in Taylorville, at age 74.

He was born April 29, 1934 in Astoria to Harold Haglund and Edith Katherine (Herbert) Haglund.

Gilbert was raised in Astoria and attended Astoria schools. From ages 8-16 years old, he delivered milk off a milk truck for the Heino Dairy.

Gilbert started gillnetting with his father at the age of seven and continued for many years which included gillnetting in Alaska. He also was a longshoreman and began his career in 1953 as a casual and worked until his retirement in 1996. He was employed from 1960-1961 as a tree planter for the state forestry department.

His enjoyed woodcarving, including making model ships and cribbage boards and other various other items.

Gilbert married Shirley Leino Sept. 29, 1956 in Washington, and the couple made their home in Astoria. They later divorced. He then married Vera Jean Jacob Sullivan Haglund Aug. 21, 1981 in Longview.

Gilbert was a member of the ILWU-PMA Local 50 Pensioners, a member of the Astoria Moose Lodge since 1967, co-founder and charter member of the Lower Columbia Classics car club and founder and charter member of the On The Road Again car club.

Survivors include: his wife, Jean Haglund, at home in Taylorville; four daughters and sons-in-law, Sally and Evan Gough of Beaverton, Debra and Ronald Lake of Astoria, Tamara Haglund of Shelton, Wash. and Cheryl and Dan Clark of Terrebonne; a son, Rick C. Haglund of Astoria; two step-sons, Daniel Sullivan and Timothy Sullivan, both of Taylorville; six grandsons, Ricky C. Haglund Jr. of Bakersfield, Calif., Brandon Andrew Moore of Shelton, Wash., Deion James Moore of Shelton, Wash., Hayden Clark of Terrebonne, Dustan Sullivan of Taylorville and Trevor Sullivan of Taylorville; two granddaughters, Brooke Haglund of Bakersfield and Haylee Clark of Terrebonne; a great-granddaughter Alexis Rene Moore of Shelton, Wash.; a brother and sister-in-law, Gordon and Janice Haglund of Astoria; a sister and her significant other, Lois Thrapp and Karl White of Salem, and a sister and brother-in-law, Esther and Bob Herrin of Longview.

In addition to his parents, he was preceded in death by his first wife, Shirley Leino Haglund, and three brothers, Clifford Haglund, Gerald "Zeb" Haglund, and Elmer Wilson, Jr.

Funeral services will be held March 13, at 11



a.m. at Calwell's Luce-Layton Mortuary, 1165 Franklin Avenue in Astoria. A reception will follow at the Longshoreman's Hall, 491 Industry in Astoria.

Private graveside services will follow the reception at Knappa Prairie Cemetery.

Memorial contributions have been suggested to the American Cancer Society or Lower Columbia Hospice in care of Caldwell's Luce-Layton Mortuary, 1165 Franklin Ave., Astoria, OR, 97103.

John Richard "Dick" Thompson

John Richard "Dick" Thompson had Sisu. A Finnish term roughly translated meaning strength of will in the face of adversity, he was every bit the definition of Sisu until his life ended on May 24, 2009 after a battle with cancer.

Dick Thompson was born as the "New Year's Baby" in Astoria on January 4, 1927 to Maria Sofia "Aiti" and Paul Thompson, Finnish immigrants who settled in Astoria. He, his brother and five sisters were proud to be first generation Americans with a strong sense of patriotism.

Dick's father opened Astoria Granite Works in 1917, which he and his brother Denny took over upon the end of their armed services in World War II. Dick was known in the granite industry as being one of the last great sculptors. His works are proudly displayed all over Clatsop County and include an exact scale replica of the Japanese submarine that shelled Fort Stevens on Del Rey Beach Road in Warrenton, as well as the Memorial to Ranald MacDonald in the Fort Astor park in Astoria, on which Dick used English and Japanese characters to tell the MacDonald story. Japanese journalists who have studied the Ranald MacDonald monument were amazed with the accuracy of the Japanese symbols. Local cemeteries are also filled with his craftsmanship and he was happy to have been able to make his won tombstone before he and his brother sold ownership of the Astoria Granite Works in 1991.

On June 4, 1949 he married the love of his life, Margaret Olson and during the 1950s had three daughters, Claudia, Cindy, and Tronni.

Dick was extremely proud of his Finnish heritage and of his beloved hometown, Astoria. He was a supporter of the Astoria Scandinavian Festival, a member of the Finnish Brotherhood and loved a hot sauna. Dick treasured the Finnish language and passed many Finnish songs and phrases onto his grandchildren and great-grandchildren. He enjoyed documenting changes in Astoria, such as the building of the Astoria-



Megler Bridge in 1962 and the Cannery Pier Hotel in 2005, and then proudly shared the resulting videos at various functions. He was a member of the Elks, an avid fisherman, artist, photographer, and carpenter. He built the Thompson family duck shack in 1963 and it continues to be enjoyed as a family vacation retreat. Dick treasured time with his 3 daughters, 7 grandkids, and 10 great-grandchildren and was the best driving instructor and tractor ride operator that any of them could have asked for.

His big blue eyes and terrific smile will be missed by everyone, but remembered in the faces of those lucky enough to have called him Dad or Papa.

Dick is survived by his wife of nearly 60 years, Margaret Thompson; brother and sister-in-law Denny and Frankye Thompson, of Astoria; Sisters Irja Curtis and Ivy Stacy, both of Portland; his children Claudia and Layne DeLoff of Svensen, Cindy and Jeff Daly of Seaside, and Tronni and Butch Petersen of Scappoose; grandchildren Amy and Tim Frei, Tana Simonsen, Stefanie and Kris Netherton, Diana and Dean Schroeder, Jeff and Shawna Peterson, Katy Petersen, Adam Petersen; and great-grandchildren Arielle and Hanna Schroeder, Brittney, Joshua, Zach, and Dillon Peterson, Taylor and Ashley Frei and Samantha and Kenny Netherton as well as numerous nieces, nephews, and cousins.

Dick was preceded in death by his three sisters Laila Luthe, Alice Niemi, and Paula Morrow.

There will be public visitation Wednesday, May 27, 2009 at Hughes-Ransom Mortuary-Astoria from 12-6 p.m. Graveside service is at Oceanview Cemetery on Thursday, May 28 at 11 a.m. A reception will be held immediately following at the Elks Lodge in Astoria. Bring your smiles and stories about Dick to share.

Memorial contributions may be made to Lower Columbia Hospice, 486 12th St., Astoria, OR 97103, or to a nonprofit organization of one's choice.

Joseph Burton Tarabochia Commercial fisherman, 85

Joseph Burton Tarabochia, 85, of Skamokawa, Wash., died Tuesday, June 16, 2009, at St. John Medical Center in Longview, Wash.

He was born Feb. 17, 1924, in Astoria, to Dominic and Anna (Marine) Tarabochia. He attended school in Brookfield, Wash.

On Oct. 2, 1948, he married Olive Goodell. She preceded him in death.



During World War II, he served in the U.S. Army Air Force. He was stationed in Ipswich, England, where he was a bombardier on B-17s. He was also a certified expert marksman.

Mr. Tarabochia was a commercial fisherman. He fished the Columbia River, Bristol Bay, Alaska, and Puget Sound, Willapa Bay and Grays Harbor, Wash., and was known for making and mending gillnets. He also worked for Crown Zellerbach in Cathlamet, Wash., and the Shakertown shake mill. He was a licensed log patroller and piloted surveyors to survey Lower Columbia Timberlands. In his later years, he was known for starting Smokin' Joe's Seafood, where he would sell or give away his seafood.

He was a member of St. Catherine's and St. Rose Catholic churches. He was also a member of Columbia River Fishermen's Protective Union, Veterans of Foreign Wars No. 3017 and Disabled American Veterans.

Family members said he loved spending time with his family. He was a self-taught harmonica player, and he enjoyed dancing, fishing, and hunting.

He is survived by four daughters and sons-in-law, Joanne and Larry Longtain, Francy and Rocky Sweet, Karen and Hank Hanigan and Mary and Jeff Gregg; five sons and three daughters-in-law, Joe Tarabochia Jr., Tim Tarabochia, Terry and Kim Tarabochia, Tom and Bonnie Tarabochia and Dan and Kathy Tarabochia; a brother, Dominic Tarabochia; 29 grandchildren; and 12 great-grandchildren.

He was preceded in death by two sons, Ron and David Tarabochia; a brother, Tony Tarabochia; and a sister, Katherine Korff.

Memorial contributions may be made to the American Diabetes Association 380 S.E. Spokane St., No. 110, Portland, OR 97202 or Columbia River Fishermen's Protective Union P.O. Box 627 Astoria, OR 97103-0627

Patrick Booth Brownsmead resident, 74

Patrick Booth, 74 of Brownsmead, died Feb. 20, 2009, in Longview, Wash.

He was born March 17, 1934, in Tulare, Calif., to Roscoe and Nellie (Tunbridge) Booth. In his younger years he lived in San Jose Calif., Toledo, and Roseburg. The family then moved to Svenen, where he attended Knappa schools, graduating in 1951.

On June 16, 1951, he married Lila Miller, She survives, residing in Brownsmead.

Mr. Booth worked at Columbia Hudson sawmill in Bradwood and several other mills and logging companies in the area. He was a shareholder in the Astoria Plywood Mill.

In addition to this wife, he is survived by two daughters and a son-in-law, Barbara and John Estoos of Knappa and Susan Smith of Svensen; three grandchildren, Chris Estoos and his wife, Lily, of Portland, Bryan Estoos and his wife, Brandy, of Phoenix, Ariz., and Rebecca Jefferson and her husband, Dan, of Springfield;

two great-grandchildren, Iban Estoos of Portland and Cheveyo Jefferson of Springfield; and two brothers, Rex Booth of Libremore, Calif., and Gale Booth of Keeseville, N.Y.

He was preceded in death by a son, Gary Booth; and a sister, Kathleen Booth.

Memorial contributions may be made to the American Heart Association, 1200 N.W. Naito Parkway, Portland, OR 97209 or the American Lung Association, 1301 Pennsylvania Ave. N.W., Suite 800, Washington, D.C. 20004

Ernest E. Kandoll

Ernest Emil Kandoll was born January 27, 1915 in Astoria, to Seal River/Grays River residents Emil and Johanna (Amundsen) Kandoll. He died June 29, 2009 at his home in Pe Ell, at the age of 94. He married Margery Bliss December 21, 1938 in Boise, Idaho and together they had six children living first in Rosburg then in Longview and Battle Ground. After Margery's death in 1988 he married Bernice Dodge Jenkins September 10, 1989 in Centralia.

He was a logger and commercial fisherman on

both the Columbia River and in Bristol Bay, Alaska before retiring.

He is survived by his wife Bernice, sons Wes (Maretta) and Greg (Kari) Kandoll; daughters, Corrine Vanderwerff, Marja (Tom) Brizendine, Cheryl (Eugene) Knight; 10 grandchildren, two great-grandchildren, a brother Richard Kandoll and a sister Mabel (Kandoll) Herold, and many nieces and nephews. He is preceded in death by his parents, a son Douglas Kandoll, and a brother Walter Kandoll.

A celebration of his life will be held July 25, 2009 at 3 p.m. at Centralia Seventh-day Adventist Church at 1601 Military Road, Centralia. Private internment at Longview Memorial Park.

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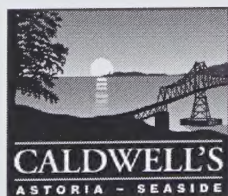
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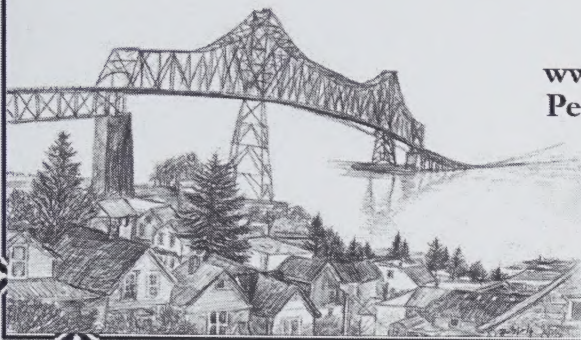
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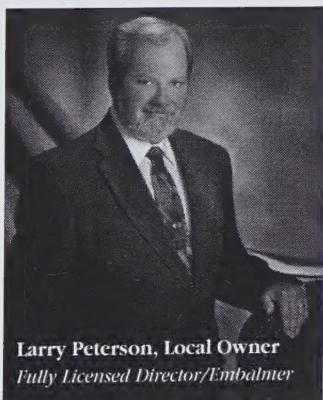
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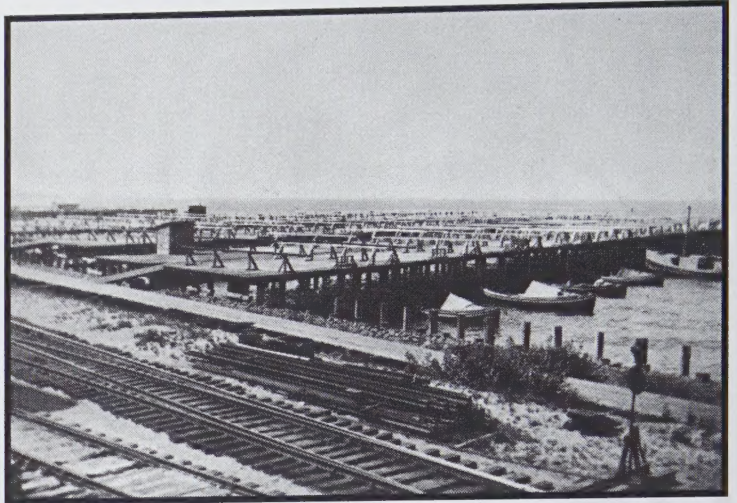
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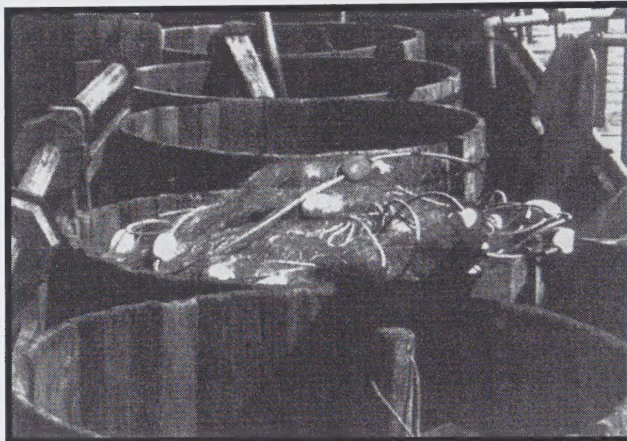
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